

For discussion on  
20 January 2017

**Legislative Council Panel on Home Affairs**

**Revamping of Permanent Exhibition of  
the Hong Kong Railway Museum**

**Purpose**

This paper invites Members' comments on the proposed revamping of the permanent exhibition of the Hong Kong Railway Museum (HKRM).

**Background**

2. Opened in 1985, the HKRM is one of the 14 museums under the management of the Leisure and Cultural Services Department (LCSD). Located at the former site of the Old Tai Po Market Railway Station which was built in 1913 and declared a monument under the Antiquities and Monuments Ordinance (Cap. 53) in 1984, the HKRM occupies a total area of approximately 6 500 m<sup>2</sup> and consists of the old Railway Station Building and an open area installed with rail tracks, obsolete signal systems, a narrow-gauge steam locomotive, a diesel electric engine, six historical coaches, pump and motor trolleys, etc. The location plan and floor plan of the HKRM are at **Annex A**. Being one of the most popular thematic museums in Hong Kong, the HKRM received over 200 000 visitors annually in the last three years, and the attendance in 2016 exceeded 240 000. To broaden the audience base and to strengthen the engagement of youth, the HKRM has liaised with local schools for arranging more than 300 group visits each in 2015 and 2016.

3. To sustain the appeal to the public, cultivate a wider audience base and enhance the educational elements in museum services, the LCSD renews the permanent exhibitions of its museums at suitable intervals, which is in line with the professional practices of museums worldwide. As the HKRM and exhibits therein have not undergone any

large-scale renewal for the past three decades except the addition of a narrow-gauge steam locomotive in 1997 and a diesel electric engine to its collection in 2004, there is a need to revamp the permanent exhibition and enhance the facilities of the HKRM.

## **Revamping HKRM's Permanent Exhibition**

### *Objectives and scope of project*

4. The revamping of the permanent exhibition of the HKRM seeks to enrich the museum visitation experience and preserve Hong Kong's cultural heritage by –

- (a) enhancing the content, coverage, presentation and attractiveness of the display by presenting the recent advances in Hong Kong's railway network with the aid of modern curatorial techniques and the use of innovative and interactive technologies; and
- (b) conserving and overhauling the historical railway collections (e.g. the diesel electric engine, historic train coaches, rail tracks and sleepers) which have deteriorated due to wear and tear after years of exposure to the outdoor setting despite regular maintenance.

5. The revamping will comprise two major areas of work, as detailed below–

- (a) extensive conservation treatment and repair works will be conducted in respect of the existing historic railway collections being displayed outdoors, including a diesel electric engine, six historical coaches, and historic rail tracks and sleepers. In addition, the 95 year-old historical coach No. 313, which is now kept by the Hong Kong Museum of History, will be conserved and relocated to the HKRM for permanent display. For better protection of these historical collections, additional covered shelters will be erected; and
- (b) improvement works will be made to the Old Tai Po Market Railway Station Building. The content and coverage of the permanent exhibition display inside the building will also be updated and enriched to keep pace with the latest development of Hong Kong railways. We will also enhance the attractiveness

of the display by installing more interactive devices and information booths to cater for the educational needs of the youths. The interpretation strategies of the display objects will be updated with the use of social media and new communication technology with a view to better connecting with the younger generation. In addition, a closed-circuit television system will be installed to enhance the security of the monument premises and valuable exhibits.

6. The proposed project will serve to sustain the long-term operation and services of the HKRM and to enhance the credentials and educational value of the museum. It will also help provide a safer and a more enjoyable visitation experience for the general visitors, heightening the overall heritage value of this popular historic landmark in Tai Po.

*Implementation schedule*

7. The project is scheduled to be carried out in 2017-18 and 2018-19. To minimise the inconvenience that may be caused to visitors, the on-site works will be staggered and carefully managed in order to maintain the partial opening of the HKRM during the revamping project. During the partial closure, video and photographic recording of the revamping process will be carried out to produce a series of technical films suitable for public education and future display purposes. With the whole revamping project targeted to complete in February 2019, the proposed schedule for the revamping of HKRM is summarised below –

<u>Implementation stage</u>	<u>Month/Year</u>
(a) Preparation of quotations and award of contracts	March – September 2017
(b) Conservation and repair of the outdoor railway collections and erection of additional covered shelters for the old train coaches	September 2017 – February 2019
(c) Improvement works within the Old Tai Po Market Railway Station Building, including upgrading of the permanent exhibition display, installation of interactive devices, and installation of closed-circuit television system	October 2017 – September 2018

8. The estimated cost for this revamping project is about \$14.95 million, which will be included and reflected in the draft Estimates of the relevant financial years. Breakdown of the estimated costs and cash flow requirements are at **Annex B**.

### **Advice Sought**

9. Members are invited to comment on the proposed revamping project of the HKRM.











Home Affairs Bureau  
Leisure and Cultural Services Department  
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Location Plan and Floor Plan of Hong Kong Railway Museum






(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
									
Rail Track 火車路軌	The Pump Trolley 手搖鐵路檢查車 Operated manually for the examination of railway tracks. 由人手操作，用以檢查火車路軌。	The motor Trolley 機動鐵路檢查車 Operated by motor for the examination of railway tracks. 由發動機操作，用以檢查火車路軌。	Semaphore 號誌臂 Old railway signal system before the widely use of the electric trains. 在電氣代火車未廣泛使用前的鐵路訊號系統。	Semaphore 號誌臂 Old railway signal system before the widely use of the electric trains. 在電氣代火車未廣泛使用前的鐵路訊號系統。	Museum Office 博物館辦公室 Museum publications and souvenirs are available for visitors. 參觀人士可以在這裡購買博物館刊物及紀念品。	Train Model Area 火車模型場 Press the button and the train model will go round the track once. 按一下掣，火車模型便會走一圈。	Historical Coach No.112 歷史車卡 112 號 A first-class compartment in 1964, with sofa seats and dining table 1964 年頭等車卡，設有梳化座位及餐桌。	Historical Coach No.229 歷史車卡 229 號 The luggage compartment of 1955, for the storage of luggage. 1955 年車廂行李間，用以擺放行李。	Historical Coach No.276 歷史車卡 276 號 Imported from Japan in 1974, the seat design closely related to the body size of Asian people. 1974 年由日本進口，其座位之設計非常配合亞洲人的身形。

(3)



Narrow Gauge Steam Locomotive  
窄軌蒸汽火車頭  
In service at the Sha Tau Kok Branch Line from 1924 to 1928  
自 1924 年至 1928 年在沙頭角支線行走。

(2)

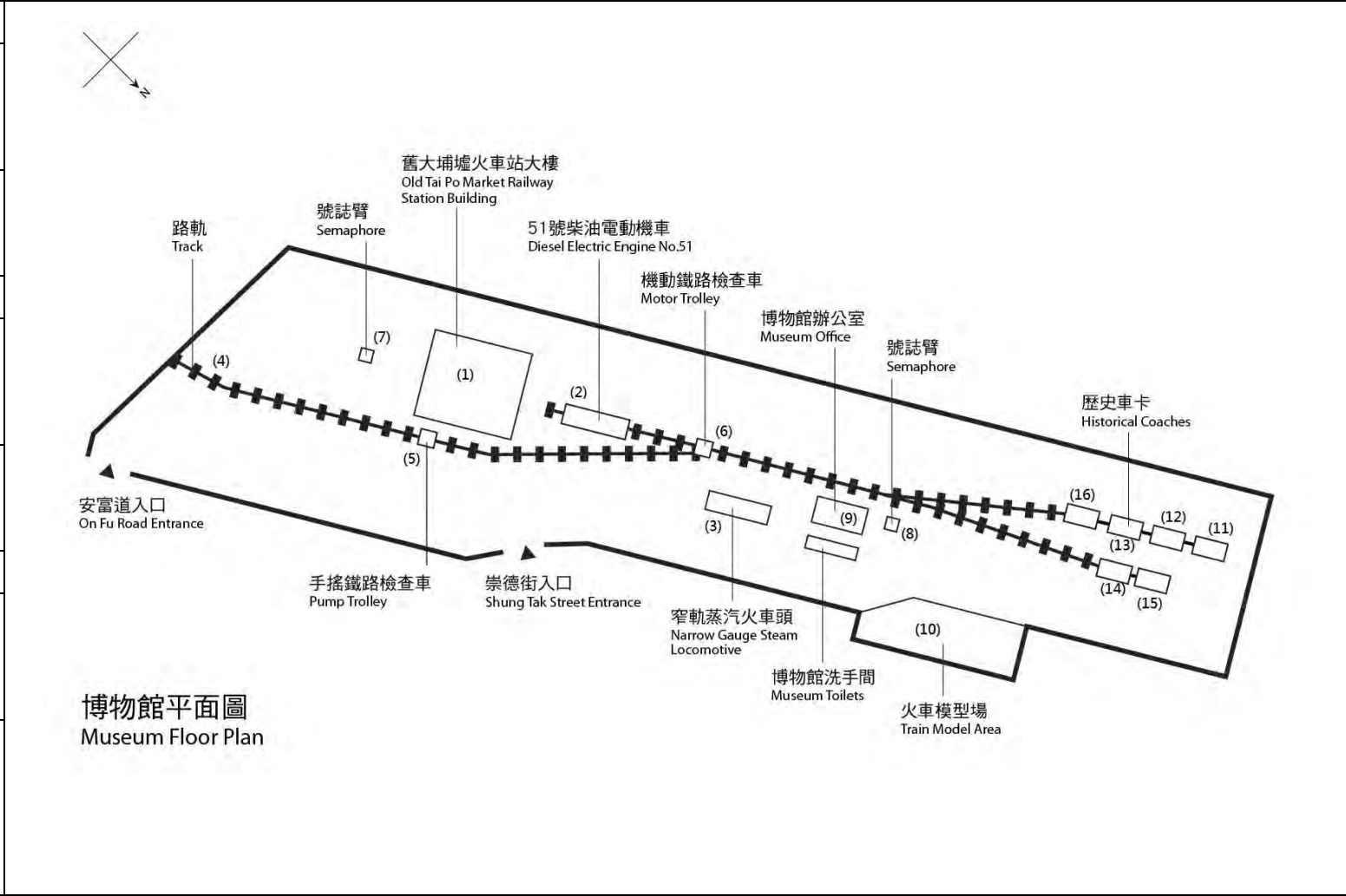


Diesel Electric Engine No.51  
51 號柴油動力火車頭  
In service in Hong Kong from 1955 to 1997  
自 1955 年至 1997 年在香港提供服務。


(1)



Old Tai Po Market Railway Station Building  
舊大埔墟火車站大樓  
Built in 1913 and was used until 1983, became a declared monument in 1984.  
建於 1913 年並使用至 1983 年，於 1984 年列為法定古蹟。




(14)




Historical Coach No.002  
歷史車卡 002 號  
An engineering coach of 1921, for the repair of locomotives and railway tracks.  
1921 年工程車卡，修理火車頭及鐵路之用。

(15)



Historical Coach No.302  
歷史車卡 302 號  
The oldest compartment of the Kowloon-Canton Railway.  
九廣鐵路最早期的車廂。

(16)



Historical Coach No.223.  
歷史車卡 223 號  
A third class compartment of 1955. A video programme of the history of the Kowloon Canton Railway (in Cantonese) will be presented inside on every Saturday and Sunday.  
1955 年的三等車廂。逢星期六及星期日都有介紹九廣鐵路歷史的錄像節目(粵語)在這裡播放。

**Estimated Cost and Cash Flow Requirements of  
Revamping of Permanent Exhibition of the Hong Kong Railway Museum**

<b>Items</b>		<b>Estimated Cost (HK\$'000)</b>
Outdoor facilities and display	Conservation and repair of the existing outdoor railway collections, including a diesel electric engine, six historical coaches, and historic rail tracks and sleepers	2,900
	Erection of additional covered shelters for old train coaches	2,800
	Conservation, repair and installation of a new outdoor display (historic coach no. 313)	6,000
	<b><i>Sub-total:</i></b>	<b><i>11,700</i></b>
Indoor facilities and display	Upgrading of the permanent exhibition display (including installation of interactive devices and information booths)	2,600
	Installation of closed-circuit television system	650
	<b><i>Sub-total:</i></b>	<b><i>3,250</i></b>
<b>Total:</b>	<b>14,950</b>	

<b>Estimated Cash Flow Requirements (by years)</b>	<b>(HK\$'000)</b>
2017-18	5,450
2018-19	9,500
<b>Total:</b>	<b>14,950</b>